

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

By Royal Warrant to His Majesty
The King.
BOVRIL
is a true food and contains
Albumen and Fibre which
go to form Blood, Bone, Brain
and Muscle. Beef-teas and
Meat-Extracts are stimulants
only.
BOVRIL is liquid life.

No. 15,399, 號九十九百三十五萬一第一 日五十月七月三十三號光 HONGKONG, FRIDAY, AUGUST 23RD, 1907. 五時鐘 號三十二月八平七零百九千一英港香 PRICE, \$3 PER MONTH

HAVE YOU
CORN'S?

TRY WATSON'S
CORN PAINT.
AN INFALLIBLE CURE. HIGHLY
RECOMMENDED.

A. S. WATSON & CO.
LIMITED,
CHEMISTS AND DRUGGISTS.
THE HONGKONG DISPENSARY.

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
In Casks 375 lbs. net \$4.50 per cask ex Factory.
In Bags 250 lbs. net \$2.70 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Manager.
Hongkong, 3rd October, 1906. no1046

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Boxes and Sizes:
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to SSSG. at 16, 37 and
57.50 per 100 SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Insured.

W.M. SCHMIDT & CO.
Hongkong, 26th October, 1906. 1771

A LING & CO..
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUHN & KOMOR).

FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.

Developing and Printing Undertaker.
Hongkong, 31st July, 1907. 778-128

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.
WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 11.15 p.m. Every 1 hour.
NIGHT CARS.
8.45 p.m. to 9.45 p.m. 9.45 to
11.15 p.m., every half hour.

SPECIAL CARE by arrangement at the Company's Office, Alexandra Buildings, Des Vaux Road Central.

JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907. 677



MITSU BISHI GOSHI KWAI SHA
(MITSU BISHI CO.)

COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"
which applies to all Branch Offices.
All Letters Addressed:

MANAGER, MITSU BISHI CO.
with name of place under.

BRANCH OFFICES—
NAGASAKI, MOJI, KOBE, KARATSU
SHANGHAI, HONGKONG, &
HANKOW.

AGENCIES—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & CO.
MANILA: Messrs. MACDONALD & CO.

SOLE PROPRIETORS of Takashima,
Ochi, Shitawo, Numata and Kami-Yamada
Collieries, and also Hojo Colliery, which will
shortly be ready to produce on a large scale the
best Bituminous Coal.

The Head and Branch Offices and the
Agencies of the Company will receive any order
or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong.

No. 2, Pedder Street.

MITSUI BUSSAN KAISHA

(MITSUI & CO.)
IMPORT EXPORT AND COMMISSION MERCHANTS.
HONGKONG BRANCH.—PRINCE'S BUILDINGS, Ice House Street.
M. KOBAYASHI, Manager.

HEAD OFFICE.—1, SURUGACHO, TOKYO.

OTHER BRANCHES:
London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Saigon, Manila, Canton, Swatow, Amoy, Foochow, Tsingtau, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Tairen, Anking, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kuria, Mairuru, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchisato, Sasebo, Miike, Hakodate, Cypress, Taipei, Taiwan, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Min and Arsenals; the State Railways; Principal Railway Companies; Industrial Works; and Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tegawa, Yamano and Ida Coal Mines and

Sabahara, Trukabera, Yashio, Yumokihara, and other Coal.

IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver,

Tin, Lead and other Metals, Railway Materials, Acids, Camphor, Flour, Cereals, Manure

Rice, Opium, Ingots, Mushrooms, Sugar, Wax, Vermicelli, Sulfur, Hemp, Beer, Cement,

Cigarettes, Matches, Paper, Hide, Leather, Bells, Tea & other Timber etc.

113

Telephone No. 75.

AQUARIUS.

A PURE TREBLE DISTILLED TABLE WATER

IN QUARTS, PINTS AND SPLITS.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 10th August, 1907.

ESTD 1804

TRADE

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. to 9.45 p.m. 9.45 to
11.15 p.m., every half hour.

TRAVELLERS' REQUISITES
OF ALL KINDS.

TRADE

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. to 9.45 p.m. 9.45 to
11.15 p.m., every half hour.

TRAVELLERS' REQUISITES
OF ALL KINDS.

TRADE

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. to 9.45 p.m. 9.45 to
11.15 p.m., every half hour.

TRAVELLERS' REQUISITES
OF ALL KINDS.

TRADE

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. to 9.45 p.m. 9.45 to
11.15 p.m., every half hour.

TRAVELLERS' REQUISITES
OF ALL KINDS.

TRADE

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to

INTIMATION



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR, AND
HOUSEHOLD.

DEPOT FOR
THE FINE PRODUCTS OF
BURROUGHS WELLCOME

& CO., LONDON.

'TABLOID' BRAND PRODUCTS.
'SOLOW' BRAND PRODUCTS.
'KEPLER' MALT EXTRACT.
'KEPLER' SOLUTION OF COD LIVER
OIL IN MALT EXTRACT.
BEEF AND IRON WINE (B.W. & CO.)
DARTRING' LANOLINE-PREPARA
TIONS.
'HAZELINE' HAZELINE CREAM.
'HAZELINE SNOW,' &c., &c.
'TABLOID' MEDICINE CHESTS, AND
POCKET MEDICINE CASES.

The Fine Products of BURROUGHS WELLCOME & CO. are prescribed by leading Physicians all over the World.

A. S. WATSON & CO.,
LIMITED,
CHEMIST AND DRUGGISTS,
THE HONGKONG DISPENSARY
ALEXANDRA BUILDINGS.
Hongkong, 20th August, 1907.

of Venice, in which accusations and complaints may be posted; but unlike the Venetian arrangement, these must not be anonymous. We cannot hope for much benefit from such an arrangement. The only really important decision of the Committee was that a thoroughly capable administrator and organiser should be appointed as Captain-Superintendent, previous ones having been "unsatisfactory." This, the Municipal Councillors hope, is now accomplished, in the selection of Lieut.-Col. C. D. BRUCE. In all probability that gentleman will be given a free hand than his predecessors had, and more material to work with, although the Committee's idea that double the number of Europeans and Indians employed in 1906 are needed may not be wholly accepted. Still, it cannot be denied that Shanghai has grown and extended in such a way that the existing force has been quite inadequate, especially when it is remembered that there are so many law-breaking communities of natives in the environment. On top of this, slack administration and incomplete arrangements have fostered indiscipline. In the Indian branch, it broke into open insubordination, while among the Europeans it seems Jack has been as good as his master for a long while. Constables who have been acting-sergeants during emergencies do not relish taking orders the day after, and so on. Lieut.-Col. BAKER, with more men, will have no difficulty in reforming that state of things. The Committee refers to the undue prominence of the police canteens; we have thought for a long time that in the matter of sports and refreshments the Shanghai police have been too indulgently treated. Adequate provision for the recreation of the men off duty is a good thing, but it should be less easy for other members to "get off" to complete a team of an eleven, especially when the force is not too strong for the duty to be done. The previous Capt.-Superintendent's view that the Chinese constables are the nose, eyes, and ears of the force is apparently endorsed by the Committee, and they are to be strengthened, in spite of their "admitted" corruption. Questions of pay cannot be considered here; they depend entirely on local considerations. The Committee reports that "some of the European inspectors and sergeants do not seem to understand Sikhs. They have treated them in some instances as coolies. A man in the position of an inspector should know better than this, and we think that one of the qualifications of an inspector should be that he knows how to deal with the men under him, so that while maintaining proper discipline he should not offend their proper pride." That is a feature we can quite understand here, though it is less easy to see how it is to be quickly remedied. The Committee was not satisfied that the merits of a constable as a zealous and efficient policeman always received sufficient recognition. In this connection, it is permissible to mention a recent disagreement between the Press of Shanghai and the police authorities. No one suggests the propriety of policemen giving away information that should not be published, but that is not best prevented by a stupid general order that subordinates must refuse all information to the Press. The Press and Police work well together in many places, mutually co-operating, and timely recognition of a constable's or detective's success in the Press cannot but encourage the force to further enterprise. As it is, the instruction to hold no parity with reporters permits no discretion on either side, and the inevitable result is injurious leakage and garbled reports. By permitting the exercise of discretion on both sides, both, and the public as well, are bound to benefit. Cases of indiscretion could always be dealt with in a very practical way.

For about four months, Sir HAVILLAND DE SAUSSURE, Chief Justice, with Messrs. A. McLEOD, C. BROERSSEN, C. M. EDE, A. M. MARSHALL, and C. W. WRIGHTSON have been investigating the administration of the Shanghai Police Force. They sat sixteen times and examined twenty-two witnesses, besides listening to a couple of deputations from the Police. They also advertised for suggestions from the public, but though it was a public meeting of ratapayers which demanded the enquiry, only three communications came in response to that invitation. There had been suggestions of corruption in connection with the Force. There always is, wherever there are police, for no service offers greater temptations, and the man in the street is rarely charitable in estimating his fellow's power of resisting such. The investigators state unanimously that against the European and Indian branches of the force they found no ground for the charge, and no evidence of corruption in the case of any individual. "In the Chinese branch it seems to be admitted that there is corruption." What a curious remark! Who admitted? The Chinese? Or does it mean that the Europeans and Indians said, "not us, but the Chinese"? In all three instances it seems clear that the utmost the investigators can say is "not proven." As a remedy for possible corruption, the Committee proposes the establishment of a conspicuously placed letter-box, a sort of lion of payment of a fine of \$5.

A native who arrived from Canton with four tools of opium in his possession was arrested by an excise officer and charged before Mr. C. D. Melbourne at the Police Court yesterday. He was found guilty of being in possession of illicit opium and ordered to pay a fine of \$10 with the alternative of two months' imprisonment.

At four o'clock yesterday morning, while a lukong was patrolling Macdonald Road, Mong Kok, he saw a native cutting bamboo palings from a fence and endeavouring to remove a pine wood post. When the thief saw the lukong he ran away. The latter gave chase and arrested him; he was charged with larceny before Mr. C. D. Melbourne at the Police Court yesterday, and sentenced to seven days' imprisonment.

What is genius? (Che cosa il genio?) is the title of a small book by Adolfo Padovan The author, says Nature, discusses examples of genius among artists, poets, philosophers, and others; he distinguishes between genius and talent, and strongly advocates the view that genius is to be regarded as a healthy or physiological rather than a morbid or pathological quality. In this he is vised to the definition on the cover of the book: A physiological state of exquisite and exceptional nervous sensibility.

At the instance of Inspector McHardy three houseboys in the employ of Mr. P. W. Goldring were charged before Mr. C. D. Melbourne at the Magistracy yesterday afternoon with larceny. The first defendant was charged with stealing six towels from the ss. "Paul Beau" two silk handkerchiefs from Mr. G. Blood and one from Mr. E. A. Ketch. There were further charges against all three defendants of stealing two silk handkerchiefs from Mr. G. Blood and one gold compass valued at \$3 from Mr. E. A. Ketch. The first defendant pleaded guilty to stealing a silk handkerchief, but with the other boys, denied the further charges. After hearing the evidence his Worship ordered the discharge of the second defendant and sentenced the first and third to six weeks' imprisonment and four hours' stocks.

Senator Knowlton, formerly Attorney-General in Mr. Roosevelt's Cabinet, told a meeting at Valley Forge (says the "Mail") correspondent) that Mr. Roosevelt was surprised at Oyster Bay recently by a visit from a delegation from Kansas. The President appeared confused and collarless, with trousers hitched up by a belt, and mopping his forehead. "Ah! gentlemen, delighted to see you—delighted! But I'm very busy putting in my bay. Just come to the barn. We'll talk while I work!" Arriving at the barn Mr. Roosevelt seized his pitchfork, but there was no hay on the floor. "John! John!" shouted the President, "where's all the hay?" From the loft came the reply: "I ain't had time to throw it back, sir, since you threw it up yesterday, sir."

CORRESPONDENCE

MICROBE VEHICLES

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—On a sunny day, I notice filthy bits of rag spread out on the Praia to dry, near the municipal dustbins. The coolie class is apparently allowed to take through the refuse and to away these treasures, which, re-entering Chinatown, may convey any and all sorts of infection. Do the Sanitary authorities know of the practice?—Yours faithfully

AUTOLYCUS.

"SHELL" TRANSPORT AND TRADING.

From the report of the "Shell" Transport and Trading for the year 1906, it appears that net profits came to £42,186, making, with £36,335 brought forward, £867,501 in all. Extensive provision is made for depreciation of steamers, while the preference and ordinary dividends—5 per cent. at the maximum permitted for the year—absorb £169,000, and the directors recommend that £70,000 be appropriated as a provision to cover such expenditure as may be required to make the company's steamers and installations comply with the agreements with the Royal Dutch Company. A balance £172,371 is then carried forward, or more than double the sum brought into the accounts. By the arrangements with the Royal Dutch Company, the agreement between the company and M. Samuel and Co. for the management of the company's affairs is cancelled as from the 1st of January 1907, and profits for the future management will be placed before the shareholders. The directors record the registration in Holland of the Batavia Petroleum Maatschappij, and the registration in the United Kingdom of these being the two companies established by the Royal Dutch Company and the "Shell" Transport to carry out the agreements, which the directors feel assured will prove to the advantage of the company. Of the 5,000 further ordinary shares authorised in May, the directors have offered 30,000 at a premium of 10%, and these have all been applied for. The authority to issue the further 205,000 shares will only be available if and when necessary.

A contemporary comments:—When this "Shell" burst upon this morning, it came as a surprise. Last year the great oil transport and producing company managed to publish its report two months earlier than usual. This year it comes along more than two months earlier still. The company was rather roughly handled in the struggle with the Standard Oil Company, and it has met with some criticism on other matters; but, as will be recalled, arrangements were made for a fusion of interests from the beginning of this year with the Royal Dutch Company, and subsequently 300,000 Ordinary shares were issued at 10% premium. The credit balance on the year's trading amounts to £307,00, not including the amount brought forward. Out of this £70,000 is appropriated to cover necessary expenditure to make the company's steamers and installations comply with the agreements of the Royal Dutch Company. The report is not perhaps noteworthy for abundance of trading information.

A native who arrived from Canton with four tools of opium in his possession was arrested by an excise officer and charged before Mr. C. D. Melbourne at the Police Court yesterday. He was found guilty of being in possession of illicit opium and ordered to pay a fine of \$10 with the alternative of two months' imprisonment.

TELEGRAMS.

[REUTER'S SERVICE.]

THE UNITED STATES.

LONDON, August 20th.

Mr. Taft, speaking at Columbus, Ohio referred to the quickening of the public conscience in regard to business abuses, and foreshadowed amendments to the Railway Rate and Interstate Commerce Bills; also to the Anti-Trust Law, with a view to strengthen the hands of the Government.

LATER.

President Roosevelt at Princeton, Massachusetts, advocated a national incorporation of the laws for corporations engaged in interstate business, that the Government should have the control of the railways as they controlled the National Banks. The Government wanted to do something effective to secure the conviction of Trust Managers in criminal prosecutions but to inflict no unmerited suffering on innocent stockholders.

POSITION OF CHINA TEAS.

The following letter appeared in the Times:

Sir.—A propos of Mr. Schles's letter which appeared in your *Financial and Commercial Supplement* of the 15th, please allow me to point out that a painful side-light on the subject of tea is thrown by an inquest at Manchester last week, when the stamp of the woman on whom it was held was found to literally have a coat of leather, gradually formed by the quantities of so-called tea she imbibed. Probably this poor woman could not have got China tea, even had she known the difference; but surely this is an object-lesson against buying cheap tea of any kind.

Yours faithfully,

THE SECRETARY, THE CHINA TEA ASSOCIATION.

33, Great Tower-street, E.C., July 18.

The following is from a weekly report:—

CHINA.—The ss. "Malaca" and "Britannia" arrived on the 21st inst., when a large selection of new season's tea were placed on the market. Buyers are operating with caution, and so far the dealing continues on a moderate scale. Some useful liquoring Keemum at 10d. to 1s. 1d., fine Kintucks at 1s. 3d. to 1s. 7d., and Monings at 7d. to 9d. have changed hands. A few export orders have been received principally in the bazaar grades: Congou for price are in extremely small supply at 51. to 61. per lb. Foochow.—Overland master of Seamsons came forward on the 18th inst. It is satisfactory to report that the quality is very good and superior to last year, the result being that nearly all the unknown chaps sold immediately to arrive at about 104d. to 1s. 1d. per lb. Paklings are selling slowly at 71. to 81. per lb.

The quantity on which duty was paid on all descriptions of tea in London from the 1st to the 23rd inst. was 15,948,241 lb., against 14,517,681 lb. for the same period of last year, and the exports from London and the removals under bond amounted to 2,743,342 lbs. against 4,002,649 lbs., making a total movement of 18,691,923 lbs. against 18,520,329 lbs.

CODE TELEGRAPHY.

The "Fall Mall Gazette" has the following amusing letter:

Sir.—By the new law affecting telegrams by code I may send any group of ten letters as one word provided such group is not an acknowledged word. I may send, for instance, the group "econalemo" as one word, but if I reverse this group and send the letters thus: "Comestance," I should have to pay for three words. I have tested this by sending the following telegram from Vienna: "Cantemone" one prefer awaiting here." On its arrival it was dissected into: "Can't come at once prefer waiting here"; and I had to pay for eight words instead of four.

I then had the message reversed, and it was sent to me: "Ereghnt awshrefea peanota enzous," and that was taken as quite in order, and I had no extra to pay here.

You will observe that there two mistakes made in transmission, which if it were a code, would probably have necessitated the repetition of two words.

I have further tested the case by sending from a London office to another part of London the following: "Eanesenoya yohifidow enesap dawlowonc asprngor telsetasr stelsetfod puognod skephobt drowialpw elctecof spaphotf iditfotf diduswao guiprotc sopraph trofmargol stibtpayd nes." By reversing this you will be able to read the message quite clearly, although there are several mistakes made in transmission.

It is quite evident that the message is sent so that it can at once be read, for instance thus: "Isndyouth istelegram forthepurp oscofprovi gnowhawar ditifotf stofspofc storefauft callowp nwoordtob pikkedinto groupsw pler-ress teletorgp rounspal lowedtopa smanowrd thyleppayre noosuse" must be made easier for the operator to transmit and for the receiver to transcribe than one which is utter gibberish.

What I should like to know is why one is forbidden by the Post Office rules whilst the other is accepted. If the postal and cable authorities were to admit of grouping as I suggest, codes would soon be used, messages would be more easily transmitted, and there would be no necessity for constant repetition in consequence of mistakes made by the telegraph operators. I am, your obedient servant,

London, July 22.

J. S. B.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of China* arrived Shanghai at 9:30 a.m. on Thursday 22nd inst., and left again at 6 p.m. same day for Hongkong where she is due to arrive at 6 p.m. to-morrow. The N.Y.K. str. *Tango Maru* (American Line) left Shanghai for this port on the 22nd inst., and is expected here on the 25th inst. a.m. The N.Y.K. str. *Yacca Maru* (Australian Line) left Thursday Island for this port via Manila on the 22nd inst., and is expected here on the 2nd prox.

The N.Y.K. str. *Kagoshima Maru* (Bombay Line) left Bombay for this port via Tuckoo, Colombo and Singapore on the 20th inst., and is expected here on the 7th prox.

SUPREME COURT.

Thursday, August 22nd.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE
(Sir FRANCIS PROGHT).

INFORMATION WANTED.

Re Au Ka Po, creditors' petition, Mr. R. Harding said that his Lordship would remember that the case had been adjourned for a declaration to be filed of the liabilities of the debtor. His Lordship would find that a declaration had been filed showing that the liabilities amounted to \$45,000 or thereabouts.

The petitioning creditor appeared and stated that the debtor had told him some months ago that his liabilities amounted to \$45,000.

Will you answer the question, please?—Yes.—(Question repeated)—The customers had told me to buy for them.

Will you tell me whether that amount had been resold?—It had not been resold.

Between the 24th of January and the 15th May the price of yarn fell considerably?—Only a dollar or so.

Had it fallen from \$10 to \$5 by the 15th May?—I don't consider it fell so much.

Come now. You were one of the largest yarn dealers and must have known the state of the market. Didn't the market prices fall in the time mentioned from \$10 to \$5?—Not on the sales that I made to customers.

Was the price at which you could buy yarn on the 15th May the same as on the 25th January? It had fallen two or three dollars.

After further questions put with a view to show that the decline of the market was greater than admitted by debtor.

The Chief Justice asked—How much did you expect to lose on the stuff you did not take delivery of?—Between \$3,000 and \$10,000.

Mr. Looker—How many bales were there?—37,000 bales on May 15th.

You could not resell them except at a heavy loss?—I did not need to lose on it.

The Chief Justice—Answer the question, whether you would have lost at the market price then?—I would lose some.

How much?—Only a few tens of thousands.

Think a little closer; how much?—\$30,000 or \$50,000.

Mr. Looker—That is enough for my purpose. (To debtor)—The reason you could not sell was that the purchaser found he could buy yarn cheaper than at the price you paid for it?—I don't know.

You know perfectly well?—I don't.

Between the 15th May and the 17th August you bought another 55,268 bales?—Yes.

Of that amount 26,420 bales had not been resold?—Yes, the customers gave directions for it to be ready for them.

According to your statement 28,420 bales had not been resold; is that correct?—Yes.

On August 17th you had to take delivery of 51,753 bales which had not been resold?—Included in that amount is the amount the customers had not booked.

Mr. Looker submitted to his Lordship that the debtor had contracted debts without having any proof that he would be able to pay them, and knowing that he was insolvent at the time, his Lordship should cause him to be arrested.

The Chief Justice replied that the question turned on whether in view of the promises to purchase that the debtor had that he really had no proof of his inability to pay.

Mr. Grist—He cannot meet his

CROWN LAND RESUMPTION.

ARBITRATION.

An Arbitration Board presided over by his Honour Mr. Justice Wise and consisting of the Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), and Mr. W. Dubby, M.I.C.E., sat in the Supreme Court yesterday morning to determine the amount of compensation to be paid in respect to the resumption of eleven lots of Crown land and portion of another at Kowloon, near the old boundary and close to the road between Kowloon City and Yau Ma Tei. The claimant was Mr. J. C. Wong who was represented by Mr. G. K. Hall, Bruton. Mr. G. Morrell (Crown Solicitor) appeared on behalf of the Crown. Mr. A. S. Hooper and Mr. A. H. Ough were in attendance on behalf of the Crown, and Mr. Turner on behalf of the claimant.

Mr. Morrell stated that the land was resumed on April 16th and that the Government offered \$425 as compensation, which the claimant refused to accept.

A discussion as to whether a claim had been duly lodged by claimant followed, but finally the claim was admitted.

Mr. Bruton said that the land was bought by Mr. Wong in 1901 and 1902, and as the Government required some of the lots for the construction of a new road, negotiations were entered into between the parties in September 1905. On January 31st, 1906, Mr. Wong proposed that the question of compensation be submitted to arbitration but the suggestion was not adopted. In the plan which was provided by the Crown Solicitor three lots appeared which were not included in the present arbitration, but claimant had a yearly lease of them, and was entitled to compensation. Mr. Bruton thought they should be considered by the board.

Mr. Morrell objected, and the Hon. Mr. Chatham pointed out that in any case the compensation would not be on the same basis.

Mr. Bruton then continued his opening statement. Throughout the negotiations, he said, Mr. Wong had made several offers to the Government for the surrender of his land, but all were refused. It was admitted that the claimant's title was a good one, therefore it was unnecessary to prove it. In an interview with the Colonial Secretary the claimant offered to give up his land for similar land in the vicinity, but the offer was refused and then claimant offered to buy land in the vicinity from the Government at one cent per square foot, the price the Government were offering for claimant's property. The reply was that the Government was prepared to sell land in that vicinity for agricultural purposes.

An application for the land for building purposes at the same price met with a similar refusal; the Government declined to disclose their policy. Mr. Bruton submitted that if the land was only worth one cent per foot to the Government, or rather if they were only willing to allow that price, that claimant should be sold similar land by the Government at the same price, or in exchange for his own land. But the Government had been selling land in that neighbourhood at five and six cents per foot and private sales had realised eight, nine, ten, and even fifteen cents per foot.

The Government's offer of one cent per foot was subsequently increased to two cents per foot \$425, and claimant refused to accept, but reduced his original claim of fifteen cents per foot to ten cent, together with a claim for the stone wall put up by claimant. The compensation to be paid by the Government was: First, the value of the land; then the Board had to take into consideration the disturbance caused by the compulsory sale of the land; then there was the depreciation of the remaining lots, want of water, and loss of frontage. The Government had taken all the land bordering on the road and left no approach to the remaining lots, and had also taken a few lots which apparently were not required for the road at all. The claimant's claim was as follows:—Land resumed, 20,517 square feet at nine cents per square foot, \$1846.53; compensation for stone wall, 250 cubic feet at 18 cents per cubic foot, \$453.60; depreciation on remaining lots 22,651 square feet at five cents, \$132.65; rent from April 16th to August 22, being 129 days at \$14 per year, \$49.45; other compensation, \$363.21; total \$4,100.30.

Mr. Wong stated in evidence that he had an offer for the land at 18 cents per square foot and accepted it, the sale to be completed on the intending purchaser's return from China. This man had returned, but finding the Government was about to resume the property he declined to complete the sale.

In answer to Mr. Morrell, claimant stated he had no contract for the sale.

The Board retired to consider its decision.

MAILS FOR THE FAR EAST.

In reply to Mr. Cox (L. Preston), Mr. Burton (Postmaster-General) says: Letters are sent from the British Postal Agency at Shanghai to this country and vice versa by the Trans-Siberian Railway when marked by the senders for transmission by that route. The approximate time of transit from London to Shanghai by the different routes available for the conveyance of mails is as follows: via Siberia, 20 days; via Vancouver, 27 or 28 days according to the season; via Suez, 30-35 days; via the United States of America, 42-45 days. The cost per pound of the conveyance of letters sent from this country to Shanghai via Siberia is estimated at 6s 8d. For letters sent via Suez by French Packet, the cost is estimated at 4s 3d., and in the case of German Packets at 4s 10d. per pound. I am not in a position to give similar information in regard to letters sent via Vancouver, or by British Packet via Suez, as both the Packet Companies concerned receive a round subsidy covering the whole of the services performed by them.

HAMBURG.

(FROM OUR CORRESPONDENT)

July 25th.

ROWING.

The Alster boat races are looked upon as one of the great events of the sporting season in Hamburg. They took place on the 13th and 14th of this month, and as twenty-eight clubs had entered (including the best German crews and several foreign ones amongst which was the Christ Church College boat,) great things were expected, but if the weather would turn out favourable. So far it had been most disappointing, for, with the exception of a short spell of heat in May, we had had nothing but rain wind and cold and nobody would have been surprised, if the races had had to be postponed in a deluge of rain and fierce squalls. Fortunately the clerk of the weather office proved merciful for Saturday the 13th broke bright and clear, and although a stiff breeze was blowing, did not seriously inconvenience the crews, as the course until near the end lies under a lee shore. Sunday was almost perfect, the wind having gone down considerably but enough of it remained to keep the temperature at a pleasant point. The lake as usual on such occasions presented a gay sight; the festively decked barges engaged by the Hamburg clubs for members and their friends were crowded and numerous spectators lined the banks whilst rowing and sailing craft of all descriptions were fitting to end from the broad sheet of water. The rowing was, not always of the highest order, g o both in style and pace, sometimes even brilliant, and each victory was keenly contested amidst the applause of the public. The chief interest, however, centred on the race for the challenge cup of the Senate on Sunday, which the Hellas club from Berlin carried off last year and before had stood a good chance of securing definitely this time. They led from the start and although hard pressed by the Hamburg Alemanns and others maintained their position to within a short distance from the winning post, when a hitch occurred and the Allemanns, followed closely by a Berlin boat, shot past and gained the prize by a length or two.

The day, the capital however carrying of the greater number of prizes: some went to other towns, but I am sorry to say the English crew did not distinguish themselves; although they had entered for three races they only rowed in one coming in a poor third, on the Saturday, and on the Sunday they were nowhere in the only event they contested. How to account for it, I do not know; they certainly did not look very fit to start with!

BAD WEATHER.

Shortly after this lustrance a heavy downpour set in, which continued all through the night, since then we have had some fine days and although the temperature remains pretty low for the time of the year we have every reason to congratulate ourselves considering the tempestuous weather they have experienced in the western provinces of the empire and in Austria. Hurricanes and cloud-bursts have played a dreadful havoc there; the rivers Elbe and Oder, and their tributaries, in their upper courses, have flooded the surrounding districts, and even in the neighbourhood of Berlin the low lying parts are under water. In Vienna, during a violent storm last week, the, at other times, harmless looking little rills from the surrounding heights, were turned into raging mountain torrents which, overflowing their banks, rushed through the streets of some of the suburbs, drowning several people and causing serious damage to property. Similar reports have been coming in from all the suffering districts but as far as it has not been possible to obtain exact data as to the loss of life and the destruction worked by the violence of the elements.

BOARD OF TRADE FIGURES.

I am indebted to one of our local papers for the following summary of the annual report for 1906 compiled by the government board of trade statistics. Exports and imports by sea added together amount to over £4 million Marks is value, or \$82 millions more than in the previous year; this increase being chiefly due to expansion of trade with non-European countries which shows a gain of 483 millions. Goods have been received from European countries to the value of 1244 million Marks whilst goods worth altogether 1368 millions have been shipped from this port to those states. Great Britain leads the list, imports from there reaching the respectable figure of 546 million Marks or 61 millions more than in 1905 and exports 492 millions or 14 millions more. From other German ports goods were received to the extent of 112 millions whilst 260 millions worth were sent thither.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 22nd at 12.20 p.m.—The barometer has fallen generally except over the S. Philippines, the most marked fall being shown over the Loochow and S.W. Japan.

The depression embraces a large area and remains very much elongated. Its axis appears to lie along a line extending from the Balingtang Channel to a point to the E. of the Loochow (the centre, which appears to be moving Northwards, is lying to the Loochow). Another centre may exist in the neighbourhood of the Balingtang Channel.

Except over E. Japan, pressure is below the general level, particularly over Luzon, Formosa and the Loochow where it is in fact between 0.2 and 0.3 inch.

Strong N.E. winds are expected to prevail in the Formosa Channel and strong N. to W. winds over the N.E. part of the China Sea.

Hongkong rainfall for the 22 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Imports Exports
From to
Scandinavian Kingdoms ... 92 177
Netherlands ... 54 41
France ... 70 23
Spain and Portugal ... 63 57
Belgium ... 31 41
Other countries ... 97 68

From countries outside Europe, Hamburg has received goods to the extent of two millions and has shipped to those parts commodities to the value of 1,200 millions. Trade with the United States has advanced at a rapid pace, imports from there being 555 millions against 466 in 1905 and exports thither 351 against 403.

For Mexico, central America and the West Indies the total figures have remained stationary.

Imports Exports
From to
Russia ... 101 98
China ... 102 87
India ... 103 93
Africa ... 104 96
Australia ... 105 99
New Zealand ... 106 100

Imports Exports
From to
U.S.A. ... 107 104
Canada ... 108 105
Australia ... 109 106
New Zealand ... 110 107

Imports Exports
From to
Australia ... 111 108
New Zealand ... 112 109
U.S.A. ... 113 110
Canada ... 114 111
South Africa ... 115 112
India ... 116 113
Africa ... 117 114
China ... 118 115
Russia ... 119 116
Japan ... 120 117
Europe ... 121 118
Other countries ... 122 119

Imports Exports
From to
U.S.A. ... 123 120
Canada ... 124 121
Australia ... 125 122
New Zealand ... 126 123
U.S.A. ... 127 124
Canada ... 128 125
Australia ... 129 126
New Zealand ... 130 127
U.S.A. ... 131 128
Canada ... 132 129
Australia ... 133 130
New Zealand ... 134 131
U.S.A. ... 135 132
Canada ... 136 133
Australia ... 137 134
New Zealand ... 138 135
U.S.A. ... 139 136
Canada ... 140 137
Australia ... 141 138
New Zealand ... 142 139
U.S.A. ... 143 140
Canada ... 144 141
Australia ... 145 142
New Zealand ... 146 143
U.S.A. ... 147 144
Canada ... 148 145
Australia ... 149 146
New Zealand ... 150 147
U.S.A. ... 151 148
Canada ... 152 149
Australia ... 153 150
New Zealand ... 154 151
U.S.A. ... 155 152
Canada ... 156 153
Australia ... 157 154
New Zealand ... 158 155
U.S.A. ... 159 156
Canada ... 160 157
Australia ... 161 158
New Zealand ... 162 159
U.S.A. ... 163 160
Canada ... 164 161
Australia ... 165 162
New Zealand ... 166 163
U.S.A. ... 167 164
Canada ... 168 165
Australia ... 169 166
New Zealand ... 170 167
U.S.A. ... 171 168
Canada ... 172 169
Australia ... 173 170
New Zealand ... 174 171
U.S.A. ... 175 172
Canada ... 176 173
Australia ... 177 174
New Zealand ... 178 175
U.S.A. ... 179 176
Canada ... 180 177
Australia ... 181 178
New Zealand ... 182 179
U.S.A. ... 183 180
Canada ... 184 181
Australia ... 185 182
New Zealand ... 186 183
U.S.A. ... 187 184
Canada ... 188 185
Australia ... 189 186
New Zealand ... 190 187
U.S.A. ... 191 188
Canada ... 192 189
Australia ... 193 190
New Zealand ... 194 191
U.S.A. ... 195 192
Canada ... 196 193
Australia ... 197 194
New Zealand ... 198 195
U.S.A. ... 199 196
Canada ... 200 197
Australia ... 201 198
New Zealand ... 202 199
U.S.A. ... 203 200
Canada ... 204 201
Australia ... 205 202
New Zealand ... 206 203
U.S.A. ... 207 204
Canada ... 208 205
Australia ... 209 206
New Zealand ... 210 207
U.S.A. ... 211 208
Canada ... 212 209
Australia ... 213 210
New Zealand ... 214 211
U.S.A. ... 215 212
Canada ... 216 213
Australia ... 217 214
New Zealand ... 218 215
U.S.A. ... 219 216
Canada ... 220 217
Australia ... 221 218
New Zealand ... 222 219
U.S.A. ... 223 220
Canada ... 224 221
Australia ... 225 222
New Zealand ... 226 223
U.S.A. ... 227 224
Canada ... 228 225
Australia ... 229 226
New Zealand ... 230 227
U.S.A. ... 231 228
Canada ... 232 229
Australia ... 233 230
New Zealand ... 234 231
U.S.A. ... 235 232
Canada ... 236 233
Australia ... 237 234
New Zealand ... 238 235
U.S.A. ... 239 236
Canada ... 240 237
Australia ... 241 238
New Zealand ... 242 239
U.S.A. ... 243 240
Canada ... 244 241
Australia ... 245 242
New Zealand ... 246 243
U.S.A. ... 247 244
Canada ... 248 245
Australia ... 249 246
New Zealand ... 250 247
U.S.A. ... 251 248
Canada ... 252 249
Australia ... 253 250
New Zealand ... 254 251
U.S.A. ... 255 252
Canada ... 256 253
Australia ... 257 254
New Zealand ... 258 255
U.S.A. ... 259 256
Canada ... 260 257
Australia ... 261 258
New Zealand ... 262 259
U.S.A. ... 263 260
Canada ... 264 261
Australia ... 265 262
New Zealand ... 266 263
U.S.A. ... 267 264
Canada ... 268 265
Australia ... 269 266
New Zealand ... 270 267
U.S.A. ... 271 268
Canada ... 272 269
Australia ... 273 270
New Zealand ... 274 271
U.S.A. ... 275 272
Canada ... 276 273
Australia ... 277 274
New Zealand ... 278 275
U.S.A. ... 279 276
Canada ... 280 277
Australia ... 281 278
New Zealand ... 282 279
U.S.A. ... 283 280
Canada ... 284 281
Australia ... 285 282
New Zealand ... 286 283
U.S.A. ... 287 284
Canada ... 288 285
Australia ... 289 286
New Zealand ... 290 287
U.S.A. ... 291 288
Canada ... 292 289
Australia ... 293 290
New Zealand ... 294 291
U.S.A. ... 295 292
Canada ... 296 293
Australia ... 297 294
New Zealand ... 298 295
U.S.A. ... 299 296
Canada ... 300 297
Australia ... 301 298
New Zealand ... 302 299
U.S.A. ... 303 300
Canada ... 304 301
Australia ... 305 302
New Zealand ... 306 303
U.S.A. ... 307 304
Canada ... 308 305
Australia ... 309 306
New Zealand ... 310 307
U.S.A. ... 311 308
Canada ... 312 309
Australia ... 313 310
New Zealand ... 314 311
U.S.A. ... 315 312
Canada ... 316 313
Australia ... 317 314
New Zealand ... 318 315
U.S.A. ... 319 316
Canada ... 320 317
Australia ... 321 318
New Zealand ... 322 319
U.S.A. ... 323 320
Canada ... 324 321
Australia ... 325 322
New Zealand ... 326 323
U.S.A. ... 327 324
Canada ... 328 325
Australia ... 329 326
New Zealand ... 330 327
U.S.A. ... 331 328
Canada ... 332 329
Australia ... 333 330
New Zealand ... 334 331
U.S.A. ... 335 332
Canada ... 336 333
Australia ... 337 334
New Zealand ... 338 335
U.S.A. ... 339 336
Canada ... 340 337
Australia ... 341 338
New Zealand ... 342 339
U.S.A. ... 343 340
Canada ... 344 341
Australia ... 345 342
New Zealand ... 346 343
U.S.A. ... 347 344
Canada ... 348 345
Australia ... 349 346
New Zealand ... 350 347
U.S.A. ... 351 348
Canada ... 352 349
Australia ... 353 350
New Zealand ... 354 351
U.S.A. ... 355 352
Canada ... 356 353
Australia ... 357 354
New Zealand ... 358 355
U.S.A. ... 359 356
Canada ... 360 357
Australia ... 361 358
New Zealand ... 362 359
U.S.A. ... 363 360
Canada ... 364 361
Australia ... 365 362
New Zealand ... 366 363
U.S.A. ... 367 364
Canada ... 368 365
Australia ... 369 366
New Zealand ... 370 367
U.S.A. ... 371 368
Canada ... 372 369
Australia ... 373 370
New Zealand ... 374 371
U.S.A. ... 375 372
Canada ... 376 373
Australia ... 377 374
New Zealand ... 378 375
U.S.A. ... 379 376
Canada ... 380 377
Australia ... 381 378
New Zealand ... 382 379
U.S.A. ... 383 380
Canada ... 384 381
Australia ... 385 382
New Zealand ... 386 383
U.S.A. ... 387 384
Canada ... 388 385
Australia ... 389 386
New Zealand ... 390 387
U.S.A. ... 391 388
Canada ... 392 389
Australia ... 3

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

WANTED.

YOUNG ENGLISHMAN with Knowledge of Bookkeeping and some Mercantile experience.—Apply to "OFFICE," Care of "Daily Press" Office, Hongkong, 23rd August, 1907. 1356

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU." Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cutlery, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-DAY.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godown, and Notices of same sent to this Office before the 31st August, or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Head Master.

OWEN LLOYD JONES, Assistant Master, (Undergraduate, London and Oxford) Hongkong, 23rd August, 1907. 1388

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

FAVoured with instructions, will sell by PUBLIC AUCTION.

TO-MORROW (SATURDAY), the 24th inst., 1907, at 2.30 P.M., at his SALES ROOM No 8 Queen's Road Central, FURNITURE

of every description, JAPANESE VASES and FIGURES, BLACKWOOD FURNITURE, SUNDRY WINES and SPIRITS, and Miscellaneous Goods.

TERMS.—As usual. Hongkong, 23rd August, 1907. 1389

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE OF DIVIDEND.

No. 35 of 1906.

RE, The KWONG CHEUNG firm of No. 3 Jervois Street, Victoria in the Colony of Hongkong, Drapers and Piece Goods Dealers.

A first dividend of \$5.95 per cent. has been declared in the above matter.

NOTICE IS HEREBY GIVEN that the above mentioned Dividend may be received at the TRUSTEE'S OFFICE, Nos. 39, 41 and 43, Des Voeux Road, Victoria aresid, on MONDAY, the 26th day of August, 1907, or on any subsequent date between the hours of 10 A.M. and 4 P.M., except SATURDAYS up to 1 P.M.

Creditors applying for payment must produce any bills of exchange or other securities held by them and must sign a receipt in the prescribed form.

Dated Hongkong, the 23rd day of August, 1907.

GEO. K. HALL BRUTON, 1390 Trustee.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR EIGH in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo.—From London, &c., ex.s.s. "Mongolia" & "Peninsular."

From Persian Gulf ex. B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 28th August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd August, 1907. 1

NORDDEUTSCHE LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns; and all Goods remaining undelivered after the 28th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th August, at 2 P.M.

All Claims must reach us before the 3rd September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & Co., Agents.

Hongkong, 22nd August, 1907. 5

NEW ADVERTISEMENTS

WANTED.

YOUNG ENGLISHMAN with Knowledge of Bookkeeping and some Mercantile experience.—Apply to "OFFICE," Care of "Daily Press" Office, Hongkong, 23rd August, 1907. 1356

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU." Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cutlery, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-DAY.

Goods not cleared by the 28th August, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godown, and Notices of same sent to this Office before the 31st August, or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA, Head Master.

OWEN LLOYD JONES,

Assistant Master,

(Undergraduate, London and Oxford)

Hongkong, 23rd August, 1907. 1388

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE LIST FOR SUBSCRIPTION GRIFFINS (China Ponies) for the Next RACE MEETING, will CLOSE TOMORROW (SATURDAY), 24th instant. Members wishing to Subscribe, who have not already sent in their names, please apply to the Undersigned from whom particulars can be obtained.

H. P. WHITE, Acting Clerk of the Course.

Hongkong, 22nd August, 1907. 1389

NOTICE.

THE UNDERSIGNED, having Tendered their Resignation, beg to inform the Public in General that they will cease from SATURDAY, the 31st instant, to be the Agent's in this Colony of the AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAO, BOZARIO & CO.

Hongkong, 22nd August, 1907. 1379

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to MESES. AERATOON V. APCAR & CO., in the place and stead of Messrs. ROZARIO & CO.

Dated the 21st August, 1907.

O Gerente de Agencia
DO BANCO NACIONAL ULTRAMARINO, 1383
JOAQUIM L. C. GOMES.

NOTICE TO PASSENGERS.

PEVNSULAR & ORIENTAL S. N. CO.

THE Directors of the P. & O. S. N. Co., London, beg to intimate that, for sailings on and after This Date, the PASSENGER RATES from the Straits, China and Japan will be SUBJECT to a SURTAX of 10 per cent.

By Order, E. A. HEWETT, Superintendent.

Hongkong, 17th August, 1907. 1381

NOTICE.

THE NORDDEUTSCHE LLOYD, BREMEN, beg to intimate that, for sailings on or after This Date, the PASSENGER RATES from the Straits, China and Japan will be SUBJECT to a SURTAX of 10 per cent.

By Order, G. de CHAMPEAUX, Agent.

Hongkong, 17th August, 1907. 1383

OREGON FINE LUMBER.

DODWELL & COMPANY, LIMITED have always in stock a supply of the above in all sizes. Price may be obtained on application.

Hongkong, 26th July, 1907. 1258

THE SHANGHAI CLUB.

Issue of Tels 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Tels 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Tels 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tls. 96 per Tls. 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The security will consist of a first charge on the land belonging to the Club containing an area of about Three now Five fan and the Club buildings and it is intended the DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBT HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tls. 1,000, Tls. 500, or Tls. 100, to suit convenience of applicants.

By Order of the Committee, C. G. CLOSE, Secretary.

Shanghai Club.

Hongkong, 6th August, 1907. 1385

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 30th June, 1907 at the Rate of One Pound Fifteen Shillings per Share of \$125 is payable on and after MONDAY, the 19th day of August, 1907 current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager.

Hongkong, 19th August, 1907. 1360

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share for the Six Months ending 30th June, 1907, declared at Monday's Ordinary Half-Yearly Meeting, will be payable at the premises of the Hongkong & Shanghai Banking Corporation, on and after TUESDAY, the 20th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 20th August, 1907. 1363

NOTICE.

THE ON TAI MARINE INSURANCE COMPANY, LIMITED.

(In Liquidation.)

FINAL RETURN OF CAPITAL.

NOTICE IS HEREBY GIVEN that I have declared a FINAL DIVIDEND of \$1.00 per Share in respect of the above Company, payable at the Offices of Messrs. PERCY SMITH and SETH, No. 5, Queen's Road Central, on and after MONDAY, the 26th instant between the hours of 10 A.M. and 1 P.M. No return of Capital will be made without the Share Certificate being first produced.

J. HENNESSEY SETH, Liquidator.

Hongkong, 20th August, 1907. 1369

NOTICE.

THE LIST FOR SUBSCRIPTION GRIFFINS (China Ponies) for the Next RACE MEETING, will CLOSE TOMORROW (SATURDAY), 24th instant. Members wishing to Subscribe, who have not already sent in their names, please apply to the Undersigned from whom particulars can be obtained.

H. P. WHITE, Acting Clerk of the Course.

Hongkong, 22nd August, 1907. 1389

NOTICE.

THE UNDERSIGNED, having Tendered their Resignation, beg to inform the Public in General that they will cease from SATURDAY, the 31st instant, to be the Agent's in this Colony of the AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAO, BOZARIO & CO.

Hongkong, 22nd August, 1907. 1379

BANCO NACIONAL ULTRAMARINO.

THE Agency

**S. MOUTRIE
& CO., LTD.**

PIANOFORTE AND
MUSIC WAREHOUSE.

SOLE AGENTS

FOR

RACHEL, PLEYEL, ROSENKRANZ,
KEMMLER, HOUFF & HOUFF,
HOPKINSON, KOCH & KOR-
SELT.

PRICES FROM \$400.

The Latest GRAMOPHONES & RECORDS
always in stock.

SOLE AGENTS for the
GRAMOPHONE AND TYPEWRITER
CO., LTD.

S. MOUTRIE & CO., LTD.,
York Building, Chater Road.
Hongkong, 13th April, 1907.

THE KING'S PRIZE AT BISLEY.

The Times special correspondent at Bisley July 10th:- The gradually increasing heat of the past week has culminated on this, the final day of the meeting in a scorching midday and afternoon, such as are the exception in this country. At the same time there was always to be found a pleasant breeze, and I have not heard of any cases of sunstroke. From early morning there poured into the camp crowds of people anxious to see the final stage of the King's Prize and when at 10 the mounted Scots began their popular competition there was already a large assembly of interested spectators. This event differs from the old-fashioned Loyd-Lindsey in several particulars, one of the chief being that no horseholders are permitted, consequently skill in rapid shooting is an important factor. Firing takes place at 500 and 800 yards, and points are given or deducted in relation to various subsidiary details. The first team of the 18th Hussars were successful in gaining the first prize of £20 with a score of 195. An unfortunate accident occurred during the contest, the horse of the regimental sergeant-major of the 6th Lancers slipping up on the hard ground and giving his rider a bad fall, subsequent examination revealing a broken collar-bone and some damaged ribs. A sensation was also created by the escape of two horses, which galloping down the ranges, caused all firing to be temporarily stopped.

The Visianogram Challenge Cup, a competition more generally known as the Lords and Commons Match, caused great interest, and was keenly watched by many people who had come down from London for the purpose. It did not, however, produce a close contest, for the position of the Lords was never for a moment in doubt, and they ultimately won easily as will be seen from the subjoined scores:-

At 12.45 began the final stage for the King's Prize on the Stickledown Range. This it is hardly necessary to explain, consists of ten shots at each of the three ranges, 500, 800 and 1,000 yards, which the 100 competitors left in on the preceding day from the second stage proposed to fire the total, which gives the final placing being "at" to their previous performances at the two other stages. The shooting proceeded steadily, the issue up to the very end being an open one. Then it was seen that Arm-Sergt. Padgett, of the 1st V.B. East Yorkshire Regt., had apparently won, and, in fact, he was congratulated by Lords Roberts and Chelmsford on having done so. Just, however, as his brother Yorkshireremained about to carry him off in a chair it was announced that a protest had been lodged. Hastily the Council held a meeting, and examined witnesses on the running deer but, with the inevitable result that the three credited to Sergeant Padgett for his last shot had to be deducted from his score, for it appeared that his sixth shot had been signalled a miss, which decision was in no way altered after a challenge. On examining his fixed cartridge he found signs of blow, and, on his showing these to the range officer, he was permitted to have another shot. This altogether gave him 11 shots at the distance, and is, it needless to say, quite contrary to the Bisley regulations, which permit a second cartridge only in case of a misfire. The episode being terminated, it was found that a tie for first place had taken place between Lieut. Addison, an Australian officer, and Pte. Hope, of the 1st London V.R.C., which, on being shot off, was won fairly easily by the former. Unnecessary to say, the victory was a most popular one, this being the first occasion on which an Australian has won this coveted trophy. Although Lieut. Addison is the winner of many prizes in Australia, this is his first visit to Bisley, and it is one of which he should treasure the pleasant recollections, for his victory this afternoon was but the culminating point in a long series of successes gained by the Australian team as a whole. While heartily congratulating the winner on his brilliant performance, it is impossible not to feel the greatest sympathy for Arm-Sergt. Lawrence of the 1st Dumbarton V.R.C. The winner of the Queen's Prize in 1882, he would to day, though no longer a young man, have repeated his triumph of 25 years ago, had he not, owing to one of those mischances that the best and most experienced marksmen are liable to, fired at the wrong target, with the result that the magis obtained could not count in his score. Could it have done so, he would have beaten Lieut. Addison by one point.

The subsequent distribution of prizes by her Royal Highness Princess Christian brought to a close one of the most successful meetings that has ever been held. From start to finish everything had gone without a hitch, and the combination of record scores, record weather, and the introduction for practical purposes of the point-d'bullet will cause it to be one to be remembered for many years to come. In looking to the future, we must be prepared for a considerable extension in the use of the new 300 yards range, it having proved satisfactory in bringing about the result for which it was designed. The question of the 300 yards range for match rifles is likely to come under consideration, the improvement of ammunition having caused an uninteresting and monotonous sequence of bulls to be rather the rule than the exception at this distance. Without doubt the pointed bullet has come to stay. To what I have previously said on this subject in these columns I have now nothing to add, except to report

that, having had an opportunity of examining some of the targets on which it has been used, I can find no traces of any tendency to keyhole. To avoid any further misconception, it may be well to repeat that the pointed bullet is no new thing in itself, experiments with it having been carried out for many years past, but that its acceptance during the last fortnight by the best rifle shot in England as indispensable to accurate shooting mark it as having at last passed the boundary of the experimental stage.

While crediting the bullet with the lion's share in the improvement of shooting which has occurred, there is another contributory cause which is at times liable to be forgotten. I refer to the treating of rifle barrels with certain compounds of ammonia with a view to getting rid of metallic fouling. There are various makes of these compounds on the market, the most popular being apparently one known as K.N.S., and in greatly acknowledging their great efficiency, it is as well not to lose sight of the fact that it was that distinguished chemist Dr. Hodgkinson who, after much experimenting, first took out a patent for thus treating rifle barrels.

In any detailed report of this year's meeting,

it is impossible to ignore what has been said,

and still more unfortunately written, on the

subject of shooting in the Regular Army.

Because in the United Service Match a team of

practically the eight best shots in the Army

scores 23 points less than a team of presumably

the eight best shots in the Volunteers, to total

of the latter being the second one of 731, the

remarkable deduction has been drawn that the

shooting of the Army as a whole is in a most

unsatisfactory condition. Nor has any hesita-

tion been shown in deducing the obvious

moral that the officers of the British Army, in

spite of South African experience, have not

yet realized the importance of the subject, and

are inclined to treat it as one inferior in value

to, say, ceremonial movements. To any one

acquainted with the daily life of our officers,

this extraordinary line of reasoning can only

be laughable, but, as there are many who are

not so acquainted, it is only fair to a very

hardworking and hardworking body of men to

point out the real state of affairs. The targets

that the soldiers encounter on the field of battle

bear, it is almost needless to say, not the very

remotest resemblance to those which are to be

found at Bisley, and in training troops for war

it is hardly to be wondered at that the military

authorities insist that practice under service

conditions and at targets as nearly as possible

resembling those likely to be found in the field

is the only test of the standard of the class

of shooting that is required for military purposes.

It is, however, of course necessary for the soldier

to be taught to walk before he can run, and the

only way known to enable him to learn to do so

is to teach him by practice at the ordinary target

until he attains sufficiency to be fit to fire at a

service one. This preliminary teaching may be

either very interesting or extremely the reverse

if done in a perfunctory manner; the latter con-

dition is in the ascendant, but, if a system of prize

meetings is organized in connection with it, an

interest develops into a love of the shooting,

which becomes the recreation of their spare

time, and, which, thanks to the encouragement

of the National Rifle Association, produces

such perfect exponents of the art of rifle shooting

as Sgt. Maj. Wallingford and many others.

But, however stimulating to the energies of

younger men an example of this sort is, and in

this connexion the ultimate effect is probably

far greater than is generally supposed, it is a

recreation only that this description of shooting

is required in war time can be learnt only at

service targets, and proficiency in hitting these

under service conditions, not by selected teams

but by installations as a whole, is the only true

test of the shooting of the Army. To argue

therefore, as has been so much done during

the last week, that the result of the United Service

Match has been to prove that the Army as a

whole cannot shoot as well as they ought to be

taught as it is inaccurate. The only moral to be

drawn from the scores in this match is that

furnished by most other sporting competitions

namely, that in the mainly and interesting

recreation of shooting at Bisley target the

eight brilliant shots who

Volunteers had by years of work brought themselves to that state of efficiency which is bound

in the end to secure the success it deserves.

While I am on the subject of Army shooting

at Bisley, reference may be made to a somewhat

thorny question which has cropped up. The rifle

with which, practically, the whole Army is now

armed is the short Lee, and it is unnatural

that in competitions in which the service

rifle is used the authorities should consider

that this particular rifle should be employed.

The marksman, however, contends, and with

perfect truth, that if he does so he starts with

an initial handicap that he has done nothing to

deserve, for it is a well-known fact that the

short rifle, though in many respects a better

all-round military weapon than the long one,

is nevertheless inferior to the latter in accuracy

of shooting. It is stated that the new Mark

3 is a certain number of which, it is understood,

have been issued to the School of Musketry

at Hythe, in every respect the equal of the

old rifle; but then it often happens that first

issues are superior to their successors, which

are turned out in large quantities. One way

or another, the question will have to be decided

before next year. Meanwhile, it appears likely

that the new rifle will be adopted as the standard

arm of the Army.

That is all I have to say on this subject.

Yours very truly,

W. H. ADDISON.

TO INTENDING MOTORISTS.

MOTOR CARS AT TRADE PRICES.

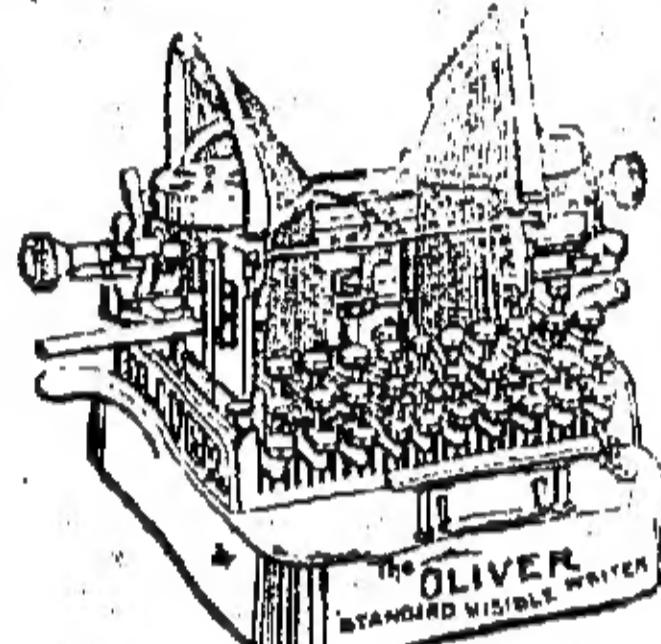
GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own Car in the first and, upon any future orders which they may secure among their friends.

The SPYKER CAR which is now making the run from Pekin to Paris is adaptable to all countries and all roads. A single SPYKER CAR in a locality is invariably the forerunner of others. The SPYKER CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc., to J. SPYKER, Trompenburg Works, Amsterdam, Holland.

Hongkong, 23rd August, 1907.

1385



THE OLIVER TYPEWRITER.

VISIBILITY.
SIMPLICITY.
DURABILITY.
UNBIVALLED FOR DUPLICATING, WRITING IN SIGHT,
UNIVERSAL KEYBOARD.

TYPEWRITER RIBBONS and supplies for ALL
Machines kept in Stock.

OLIVER TYPEWRITER CO., LTD.

1, PRINCE'S BUILDINGS.

Hongkong, 24th July, 1907.

1355



YEBISU

ASAHI

AND A NEW BRAND OF SPECIAL LIGHT BEER.

PEACE

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

SHIPPING.

ARRIVALS.

ABERLOUE, British str., 2,561, P. K. Barnet, 22nd August—Kiahsing 20th Aug., General Shean, Tomes & Co.

ARCADA, British str., 1,000, A. L. Valentini, 22nd August—Shanghai 20th Aug., Mails and General—P. & O. S. N. Co.

CHINKIANG, British str., 1,290, Robertson, 21st August—Saigon 17th August, Rico—Butterfield & Swire.

HONGWAN I, British str., 2,660, Kinghorn, 22nd Aug.—Singapore 16th Aug., General Chinese.

LIANGCHOW, British str., 1,220, Harder, 21st August—Amoy 20th Aug., Nil—Butterfield & Swire.

MALTA, British str., 1,899, R. A. Peters, 22nd August—Bombay 6th Aug., Mails and General—P. & O. S. N. Co.

PRINCE EDWARD, German str., 3,702, D. Lenz, 22nd August—Sydney 30th July, General Möller & Co.

SANOKI MARU, Japanese str., 3,689, S. T. G. Farson, 21st August—London 13th July and Singapore 16th August, General Nippon Yusen Kaisha.

SKRUMSTAD, Norwegian str., 3,600, O. Hansen, 21st August—Seigun 17th August, Rica—Aegard, Thoresen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
22nd August.
Agamonton, British str., for Shanghai.
Hinang, British str., for Hongkong.
Malta, British str., for Newchwang.
Taki Maru, Japanese str., for Moji.
Tingang, British str., for Saigon.
Tinhsin, British str., for Tientsin.

DEPARTURES.

BELERTHON, British str., for Singapore.
CATHERINE ALICE, Brit. str., for Singapore.
HARDY, British str., for Manila.
KICKIANG, British str., for Canton.
KWANGTUNG, Chinese str., for Canton.
LUDOGOR, French str., for Shantung.
QUARTA, German str., for Batavia.
ZALAH, German str., for Bangkok.
TAIKOSAN MARU, Jap. str., for Kuchinoza.
TAIWAN, British str., for Shantung.
WOSANG, British str., for Shanghai.
YOCHOW, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Abyssinia* reports: Strong Northly wind to Broken Point.
The British str. *Chinkiang* reports: Light N. W. winds and fine weather, N. E. swell.

VESSELS IN DOCK.

August 22nd.

ABERDEEN DOCKS.—
KOWLOON DOCKS—*Vigilante*, *Glenfarg*,
Mercury.
COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW AMOY AND FOOCHOW.

THE Company's Steamship.

"HAITAN,"
Captain J. F. Roth, will be despatched for the above Ports TO-DAY, the 23rd August, at 1 P.M.

For Freight or Passage apply to
DOUGLAS LAPRAK & CO.,
General Managers,
Hongkong, 20th August, 1907. 1374

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"ARCADIA,"
Captain A. J. Valentini, carrying His Majesty's Mail, will be despatched from this to Bombay &c. on SATURDAY, the 24th August at NOON, taking passengers and cargo for the above ports in connection with the Company's ss "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London &c. will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on 6th October, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars apply to
E. A. HEWETT,
Superintendent,
Hongkong, 16th August, 1907. 1

COMPAGNIE DES MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT.
MARESSES, LONDON,
HAVRE, BOLDBAUX
MEDITERRANEAN
AND BLACK SEA PORTS

THE Steamship
"POLYNESIEN"
Captain Broc, will be despatched for

MARESSES, on TUESDAY, the 3rd September, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TOURANE" ... 17th Sept.
S.S. "AUSTRALIEN" ... 1st Oct.
S.S. "NIRAS" ... 15th Oct.
S.S. "YARNA" ... 25th Oct.
S.S. "ERNEST SIMONS" ... 12th Nov.
S.S. "TONKIN" ... 26th Nov.

G. de CHAMPEAUX,
Agent,
Hongkong, 21st August, 1907. 2

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE, and AFRICAN PORTS.

THE Company's Steamship

"AUSTRIA,"

Captain Blafler, will be despatched as above on the 27th August, p.v.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor.

For information as to Passages and Freight apply to

SANDEL, WIELER & CO.

Agents.

Prince's Buildings,

Hongkong, 22nd August, 1907. 3

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kuratsu, Kola and Yokohama) With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail

"GLENFARG" ... 3,600 NOON 29th Aug.

"KASATO MARU" ... 6,100 MID. of October.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager,

York Building.

Hongkong, 21st August, 1907. 10

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN."

Capt. McArthur, will be despatched as above on SATURDAY, the 31st inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice &c. throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 7th August, 1907. 1314

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" ... 7th Sept.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" ... 14th Sept.

S.S. "SIKHI" ... 5th Oct.

1st Class Passenger accommodation.

For Freight and further information, apply to

DODWELL & CO. LTD.

Agents.

Hongkong, 22nd August, 1907. 1226-1254

FOR VLADIVOSTOCK.

THE Steamship

"VINE BRANCH"

will be despatched as above on or about 10th September.

For Freight and further particulars apply to

DODWELL & CO. LTD.

Agents.

Hongkong, 7th August, 1907. 1303

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS IN CHINA AND JAPAN for the above Line are prepared to issue THROUH-BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO., for freight service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO. LTD.

General Agents for China and Japan.

Hongkong, 4th August, 1907. 8

DAVID CORSA & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNOLD, KARBN & CO. Sole Agents.

295

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 6th March, 1907. 46

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & CO. Agents.

Hongkong, 13th March, 1907. 57

VESSELS ADVERTISED AS LOADING

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & LIG.	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL...	ARCADIA ...	Brit. str.	—	A. L. Valentini ...	P. & O. S. N. Co.	To-morrow at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA ...	Brit. str.	—	G. M. McFarland, R.N.R.	P. & O. S. N. Co.	About 28th inst.
MARSEILLES, AC. via PORTS OF CALL...	FRANSTR.	Brit. str.	—	Bro.	MESSAGERIES MARITIMES, &c.	On 3rd Sept. at 1 p.m. Middle of September.
MADEILLES, HAVRE & COPENHAGEN ...	TRANQUEBAR ...	Dan. str.	k. w.	Halel ...	HAMBURG-AMERIKA LINIE ...	Today.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA ...	Ger. str.	k. w.	Wittenberg ...	HAMBURG-AMERIKA LINIE ...	On 17th September.
HAVRE & HAMBURG VIA STRAITS, &c.	GLAVONIA ...	Ger. str.	k. w.	H. Kirchner ...	HAMBURG-AMERIKA LINIE ...	On 28th inst. at Noon.
NAPLES, PLYMOUTH, HAVRE & HAMBURG ...	P. R. LUITPOL...	Ger. str.	k. w.	Feller ...	HAMBURG-AMERIKA LINIE ...	On 4th September.
AUSTRIA ...	HABSBURG ...	Aus. str.	—	A. Blafler ...		

POST OFFICE NOTICE

The Empress of China, with the Canadian mail, left Shanghai on Thursday, the 22nd inst., at 6 p.m., and may be expected here to-morrow, at 6 p.m.

POR:

	PER	DATE
SHANGHAI		
Shanghai	Friday, 23rd, 9.00 A.M.	
Jesson and Sandakan	23rd, 10.00 A.M.	
Bangkok	23rd, 11.00 A.M.	
Moji	23rd, 11.00 A.M.	
Swatow, Amoy and Foochow	23rd, 11.00 A.M.	
Macao	23rd, NOON.	
Yokohama and Kobe	23rd, 11.5 P.M.	
Shanghai, Moji, Kobe and Yokohama	23rd, 12.00 P.M.	
Ningpo and Changsha	23rd, 3.00 P.M.	
Manila	23rd, 3.00 P.M.	
Singapore	23rd, 4.00 P.M.	
Kobe and Yokohama	23rd, 5.00 P.M.	
Hokkaido and Hamagur	23rd, 5.00 P.M.	
Amoy	Saturday, 24th,	

SHANGHAI NAGASAKI KOBE & YOKOHAMA
HONOLULU AND SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Manila Europe &c. India via Tutiogorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The parcel mail will be closed to-day, at 5 p.m.

Macao

Swatow, Amoy, Foochow and Shanghai

Swatow, Amoy and Tamsui

Swatow and Shanghai

Amoy, Weihai, Chufu and Tientsin

Swatow and Shanghai

Shanghai, Yokohama, Kobe and Moji

Manila

Shanghai, and Yungano

EUROPE &c. INDIA VIA TUTICOBIN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Chinkiang

Swatow and Shanghai

Kartan, Kobe, Yokohama, Calcutta and Iquique

Singapore, Penang and Calcutta

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)

(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle

TO-MORROW.

Sale, Japanese Curio, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

Sale, Furniture, Sale's Room, Mr. C. de M. C. Vieira Ribeiro 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

August 22nd.

ON LONDON.—

Telegraphic Transfer 20/2

Bank Bills, on demand 2/2

Bank Bills, at 30 days' sight 2/2

Bank Bills, at 4 months' sight 2/2

Credits, at 4 months' sight 2/2

Documentary Bills 4 months' sight 2/2

ON PARIS.—

Bank Bills, on demand 27/2

Credits, at 4 months' sight 2/2

ON GERMANY.—

On demand 22/2

ON NEW YORK.—

Bank Bills, on demand 5/2

Credits, at 60 days' sight 5/2

ON BOMBAY.—

Telegraphic Transfer 16/2

Bank, on demand 16/2

ON CALCUTTA.—

Telegraphic Transfer 16/2

Bank, on demand 16/2

ON SHANGHAI.—

Bank, at sight 2/2

Private, 30 days' sight 2/2

ON YOKOHAMA.—

On demand 10/2

ON MANILA.—

On demand 10/2

ON SINGAPORE.—

61 p.c.p.m.

ON BATAVIA.—

On demand 12/2

ON HAIPHONG.—

On demand 4/2 p.c.p.m.

ON SAIGON.—

On demand 4/2 p.c.p.m.

ON BANGKOK.—

On demand 6/2

ON SINGAPORE, Bank's Buying Rate, \$9.00

Gold Leaf, 100 fine, per tael 247/2

BA SILVER, per oz. 31/2

SUBSIDARY COINS.

per cent.

Chinese 20 cents pieces 88.38 discount.

10 " 88.87 "

Hongkong 20 " 82.00 "

10 " 83.30 "

OPPIUM.

August 22nd.

Quotations are—

Mala New 87/2 per pound.

Mala Old 88.00 "

Mala Older 88.80 "

Mala V. Old 89.00 "

Persian fine quality 87.60 "

Persian extra fine 87.50 "

Petals New 88.12 per chest.

Petals Old 88.07 "

Bananas New 88.07 "

Bananas Old 88.07 "

PASSENGER.

ARRIVED.

Per Prince Sigismund, for Hongkong, from Brisbane, Mr. K. A. Lowry, from New Guinea, Mr. and Miss Hansche, Messrs. Albrecht, Uhni and von Donfer, from Manila, Mr. and Mrs. A. W. Ferguson, Mrs. McCullough, Mr. A. R. Ferguson.

Per Arduca, from Shanghai, for Hongkong, Capt. D'Oyley; for Singapore, Mrs. W. H. Graham, Mrs. Y. T. Lee, and servant, Mr. G. P. Stubbs and servant; for Calcutta, Mr. M. R. Solomon; for Bombay, Mr. Z. D. Gezder; for Marseilles, Mr. and Mrs. H. Colegate; from Yokohama, for Marseilles, Mr. A. C. K. Johnsson; for London, Rev. and Mrs. Ackworth.

Left.

Left.